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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

CD NO.

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INFORMATION REPORT

REF ID: A689

COUNTRY USSR (Moscow MD)

DATE DISTR.

14 Dec. 1949

SUBJECT Aircraft Engine Plant, formerly Plant No. 82, in
Moscow-Tushino

NO. OF PAGES

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PLACE ACQUIRED 25X1NO. OF ENCLS.
(LISTED BELOW)*DIA*DATE OF INFO. 25X1

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SUPPLEMENT TO
REPORT NO.

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1. Settlements area: The area was bordered by the railroad line to MOSCOW and the TUSHINO railroad station on the south, by boggy terrain on the west and north, and the aircraft engine plant on the north and east. Dwellings for about 1,400 engineers and technical experts of the aircraft engine plant were being constructed here. Each house had accommodations for 12 families.
2. The only entrance to the aircraft engine plant was on the northeast. A three-story workshop, 165 x 600 feet, was completed in November 1948. The ground floor of this building was taken up by an engine room; on the other floors there were many small rooms with many electrical switch connections. This workshop has been lighted at night since January 1949.
3. The following observations were made in the plant during two visits:
 - a. Crankshafts, cog wheels, aluminium pistons for engines (diameter about 4 inches, height about 5 inches) were manufactured.
 - b. Large engines, more than five feet long with an unidentified number of cylinders. Twenty such engines were once seen on a freight car. Normally, 10 freight cars left the factory every week. It is not known whether 20 engines were loaded on each of these cars.

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[redacted] Comment:

a. The statement on the construction of a new workshop in the northeastern part of the plant confirmed previous information.

b. The plant is chiefly a developmental and assembly plant, mostly for diesel engines.

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c. [redacted] much scrap was stored in the plant, and the arrival of German engines was also repeatedly mentioned. It is possible that engines are also overhauled and cannibalized in the plant. This assumption would explain the large shipments of aircraft engines leaving the plant. A quantity production of aircraft engines in the amount of 150 to 200 per week seems improbable considering the size of the engines, their various types and the available work force.

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